G. R. S. 59] GPB—15,000—20-12-13

GENERAL AND REVENUE SECRETARIAT.

1914-15.
(Local Boards)

File No. 19-13

Serial Nos. 16-17-19

Papers Filed.

Month May 1914.

SUBJECT.

Certain orders bearing on the Budget Estimates, accounts & collections connected with Mulki & Dist Bd Railway

PREVIOUS REFERENCES. LATER REFERENCES.

Received 20/8/14

G.R.S. 11] 1913.

GENERAL AND REVENUE SECRETARIAT.

(28.)

NOTES.

File No. 19

FILE HEADING.

Orders of the Department

From

Secy. for Railways.

No.	Dated	Received

Diary No.	Enclos.	Spare Copies.	Serial No. 16

BRIEF ABSTRACT OF LETTER.

Submits f.D. no. 1286-91 Rly 7.7/6.L.13-14 & 9.4.14 Secy the revised authorization with forwarding for a total Expdre of Rs. 18,655 against an anticipated income of Rs. 13,420 for 7 months from 1-12-13 & 30-6-14.

~~NOTES AND ORDERS.~~

19 Secy. for Railways. Subs fd no. 1248-53 Rly. F. 59-13-5 & 9-4-14 Secy & reports to the Govt of Bd in Connection with the working of B-K Rly

19 From the Fl. Secy. fds for inform: note no. Fl. 4932-81 Fin. 163-13-1 & 22-4-1914 publishing Books and

NOTES—First Sheet.

GPB—35,000—15-6-12

DIARY No. 4026

10-3-1914
SECTION S.?
FILE No.
SERIAL No.

Proceedings of the Government of His Highness the Maharaja of Mysore.

*****

Read.- D 5029 / L-B 19-13-16.

Government Proceedings No.1358-42/Ry.y.21-12-13 dated 26th/31st May 1913 provisionally sanctioning the authorization rolls for the working of the Bowringpet-Kolar Railway for the year 1913-14 amounting to Rs.52,800.

2. Note No.150 dated 13th/14th November 1913 from the Secretary to Government for Railways submitting for sanction revised authorization rolls for the working of the railway for 7 months of the current official year, viz., from the 1st December 1913 to 30th June 1914.

3. Letter No.1228 dated 28th/31st March 1914 from the President, District Board, Kolar, communicating the approval of the District Board to the revised authorization rolls.

****

No. 1286-91 dated 9th April 1914.

Ry.T.7/G.L.13-14

ORDER PASSED.- The revised authorization rolls providing for a total expenditure of Rs.18,655 against an anticipated income of Rs.13,420 are sanctioned.

B.N.

Secretary for Railways,
Government of Mysore.

The Secretary to Government, General and Revenue Departments.
The Secretary to Government, Financial Department.
The Comptroller to the Government of Mysore.
The Comptroller, Public Works and Railway Branch.
The Engineer-in-Chief, State Railway Construction Department.
The President, District Board, Kolar.

[illegible] of [illegible] original [illegible] [illegible] [illegible]

DOWNI NG

Maintenance of Way, Work
Authorization for the year 191

No.	Particulars.	Budget sanction 7 months. Amount Rs. per month. Rs	Tot
I.	General Superintendence.-		
	1. Superintendent's salary.	1 50	3
	2. do. travelling allowance.	5	
	3. do. office expenses, Head clerk, etc., and menials.	25	1
II.	Maintenance and Renewal of permanent way.	.. ..	
III.	Repairs of bridges etc., wages and material.-		
	1. Bridges. ...	.. ..	
	2. Miscellaneous including repairs to banks and roads after rains.	.. ..	
III.A.	Conservancy of Rivers. ...	.. ..	
IV.	Repairs to Stations and Buildings.-		
	1. Repairs of station buildings including stations yards and signals.	.. ..	
	2. Repairs to staff quarters.	.. ..	
V.	Maintenance by contract.	.. ..	
VI.	New Minor Works. ...	.. ..	
VII.	Unclassified expenditure.-		
	1. Plantation. ...	.. ..	
	2. Tools and Plant. ...	.. ..	
	3. Loss of stores. ...	.. ..	
	4. Carriage of revenue stores...	.. ..	

Grand Total of Abstract A.
Maintenance of Way, Works & Stations.

...-KOLAR RAILWAY.
...CT OF A.
... and Stations.
...1st Decr. 1913 to 30th June 1914).

Explanatory notes.

A. The Superintendent of the Bowringpet-Kolar Railway is principally a Loco officer with sufficient knowledge of Traffic and Engineering to control all Departments. He will be assisted by a Traffic Inspector and a Permanent Way Inspector. A salary of Rs.400 a month has been provided with travelling allowance at Rs.40 per month. 1/8th of his pay and travelling allowance will be charged to Engineering, 3/10th to Loco, 3/40th to Carriage and Wagon, ¼th to Traffic and the balance ¼th to General charges.

B. The following office establishment has been provided for the Superintendent, and is the minimum possible:-

1 Head clerk. ..	Rs.50	
1 Accounts clerk	40	
1 [illegible]	35	
[illegible] establishment will	60	Rs.200 per month
same proportion as th[illegible]	12	
Engineering, 3/10th	each. 16	
to Traffic and ¼th		

C Up to 30th June 1914 [illegible]ce of banks and permanent way will be charged to [illegible]nd hence no provision made under this head in these

D. Provision made which may [illegible] utilised.

8/4

For Secretary for Railways,

Government of Mysore.

BOWRING[illegible]
ASSAM
Locomotive

5

Authorization for the year 1913-14 (1

No.	Particulars.	Budget sanction as for 7 months. No.	Amount per mensem. Rs	Total. Rs	
I.	General Superintendence:-				
	1. Salary of Superintendent.	..	120	840	
	2. Travelling allowance to Superintendent.	..	12	84	A
	3. Superintendent's office establishment.	..	60	420	B
II.	Running expenses - (Wages connected with working of Locomotives).-				
	4. Wages of Drivers and Firemen.-				
	Drivers (3 at Rs.30-50 each).	3	120	840	
	Head Firemen (3 at Rs.15 each).	3	45	315	
	Second do. (3 at Rs.10 each).	3	30	210	
	2. Overtime allowance. ...		25	175	
	3. All labour connected with fueling, cleaning and looking after engines in the year.				
	Lighter up at Rs.10.	1	10	70	
	Cleaners at Rs.8 each.	2	16	112	
III.	Fuel. ...	..	450	3,150	C
IV.	Water (wages and stores).				
	Pumping men 4 at Rs.7 each.	4	28	196	D
	Stores for pump working &c.	..	15	105	
V.	Oil, tallow and other stores. ...		25	175	E
VI.	Maintenance and renewals of Locomotive engines.-				
	1. Wages.-				
	Head Loco maistry. ...	1	50	350	
	Fitter. ...	1	20	140	
	Fitter coolies at Rs.8 each. ...	2	16	112	
	2. Overtime allowance. ...		..	..	
	3. Materials ...		80	560	
VII.	Maintenance and Renewals of machinery tools and plant.	..	5	35	
VIII.	Payment to other lines.-				
	1. For haulage of engines.	..	..	..	
	2. Shunting.	..	..	..	
IX.	Unclassified expenditure.-				
	2. Carriage of revenue stores.	..	..	30	
	Grand Total of Abstract B. Locomotive expenses.			7,19	

R RAILW

enses.

[illegible] 1913 to 30th June 1914.

Explanatory notes.

A. 5/10th of Superintendent's pay and travelling allowance as per note (a) in Abstract A.

B. 5/10th of office establishment charges as per note (b) in Abstract A.

C. On the Morappur-Dharmapuri line basis, the yearly charges for the Bowringpet-Kolar Railway of 11 miles with three trains per each way come to about Rs.5/400 i.e., Rs.450 per month.

D. These men will be engaged in cleaning the ash pit also at Kolar no provision is made here for Bowringpet feet Junction.

E. On the Morappur-Dharmapuri line basis at .18 annas per engine mile for 75 miles daily including shunting work, the charge for the Bowringpet-Kolar Railway amounts to Rs.308 i.e., say Rs.25 per month.

6

BOMBAY [illegible]

Carriage [illegible]

Authorization for the year 19[illegible]

No.	Particulars.	Budget sanction for 7 months. No.	Amount per mensem. Rs	Total. Rs	
I.	General Superintendence.-				
	1. Salary of Superintendent.	..	30	210	
	2. Travelling allowance to Superintendent.	..	3	21	A
	3. Office establishment to do.	..	15	105	B
II.	Repairs and Renewals of vehicles.-				
	A. Ordinary maintenance of and repairs to coaching vehicles including all charges.	..	57	399	C
	Goods do. do. do.		9	63	
	B. Special charges for renewals of coaching and goods vehicles.	..	..	..	
III.	Repairs and renewals of machinery Tools and Plant.	..	3	21	
IV.	Cleaning carriage and wagons and oiling:-				
	1. Wages.-				
	Carriage Examiner.	1	25	175	
	Cleaners (2 at Rs.8 each).	2	16	112	
	2. Stores.	..	20	140	
V.	New Minor works.	..	..	..	
VI.	Unclassified expenditure.	..	2	14	
	Grand total of Abstract C. Carriage and Wagon charges.			1,260	

...AR RAILWAY.
...
...tion expenses.
... 1st Dec. 1913 to 30th June 1914.

Explanatory notes.

A. 3/40th of Superintendent's pay and travelling allowance as per note (a) in Abstract A.

B. 3/40th of do office establishment charges as per note (a) in Abstract A.

C. On Morappur-Dharmapuri line basis: for the Bowringpet-Kolar Railway the yearly charge would be Rs.675 or say Rs.57 monthly.

8/4

Secretary for Railways.
Government of Mysore.

BOWRI

TI

Authorization for the year 191

No.	Particulars.	Budget sanction 7 months. No.	Amount per mensem. Rs	To
I.	Salaries, Wages, etc.-			
	(a) General Superintendence-			
	1. Salary of Superintendent.	..	100	7
	2. Travelling allowance to Superintendent.	..	10	
	3. Traffic Inspector.	1	150	1,0
	4. Travelling allowance to Traffic Inspector.		20	1
	5. Office establishment to Superintendent.		50	3
	(b) Station staff.-			
	1. Station Master at Kolar and temporary station at Bowringpet at Rs.40 each.	2	80	4
	2. Jamadar Porters at Kolar and temporary station at Bowringpet at Rs.12 each.	2	24	1
	3. Pointsmen at Kolar and temporary station at Bowringpet at Rs.8 each.	2	16	
	4. Watermen at Kolar and temporary station at Bowringpet at Rs.3 each.	2	6	
	5. Sweepers at Kolarand temporary station at Bowringpet at Rs.3 each.	2	6	
	6. Flag station Ankondahalli (a) Assistant Station Master.	1	20	1
	(b) Menial.	1	3	
	7. Handling charges.		20	1
	c) Train staff.-			
	Guards (3 at Rs.25 each).	3	75	9
II.	Fuel, lighting, water and general charges for carriages and station.		5	
III.	Clothing. ...	..	..	
IV.	Printing stationery and tickets.	..	..	1
V.	Charges for delivery and collection of goods.	..	..	
VI.	Miscellaneous expenses. ...	..	..	
VII.	Payment to other lines. ...	..	90	1
VIII.	Unclassified expenditure. ...	..	5	
	Grand Total of Abstract D. Traffic expenses.			4,4

...ET-KOLAR RAILWAY.
...STRACT D.
...ffic Expenses.
...4 (1st Decr. 1913 to 30th June 1914).

Explanatory Notes.

a. ¼th of Superintendent's pay and travelling allowance as per note (a) in Abstract A

b. The Traffic Inspector is a lent service [illegible] with Rs.130 as salary. Additional Rs.20 are provided for payment towards his provident Fund contribution and leave allowances.

¼th of office establishment charges as per note (b) in Abstract A.

C. Staff at Bowringpet Temporary station for 9 months only.

D. A man from Kolar and Bowringpet can attend the trains.

E. do. do as the needful.

F. On the Morappur-Dharmapuri Railway b[illegible] at .04 annas per total train mile the charge for the Bowringpet-Kolar Railway would be Rs.63 per year say Rs.5 per month.

G. Joint station expenses estimated on an [illegible] of Rs.2 per train = Rs.12 per day for all charges, divided as one-fourth to D Traffic and and three fourths to Abstract G.
For 4 months only.

8/4

Secretary for Rai...
Government of Mysore.

BOWRINGP

A3

Authorization for the year 1913-14

No.	Particulars.	Budget sanction for 7 months. No.	Amount per mensem.	Total
I.	General Administration.-			
II.	Salaries of management including offices:-			
	1. Controlling office.			
	(a) Salary of Superintendent.	..	100	700
	(b) Travelling allowance to Superintendent.	..	10	70
	(c) Office establishment charges to Superin-tendent.	..	50	350
	2 to 4. Audit and Accounts.			
	Accounts clerks (2 at Rs.50 each).	2	100	700
	Clerks (2 at Rs.25 each).	2	50	350
	5. Stores Department.-			
	Stores clerk. ...	1	30	210
	Stores chowkidar. ...	1	7	49
	6. Medical Department. ...	-	20	140
	7. Rents of buildings and land.	-	-	-
	8. Miscellaneous expenses including service labels cost of telegrams etc.	-	5	35
	9. Printing and stationery.	-	10	70
	10. Medicine and contribution to Kolar or Bowringpet hospital.	-	5	35
III.	Police. ...		17	119
IV.	Advertising. ...	-	4	28
V.	Electric Telegraph. ...	-	-	-
VI.	Clearing accounts with other lines.	-	-	-
VII.	Unclassified expenditure.	-	-	-
	Grand Total of Abstract E. General charges.			2,856

...RAILWAY
...19.
...Statement.
...ober. 1913 to 30th June 1914).

Explanatory Notes.

A. ½th of Superintendent's pay and travelling allowance as per note (a) in Abstract A.

B. ½th of do. office establishment charges as per note (a) in Abstract A.

C. To be under Superintendent.

D. Allowance to Kolar Medical Officer at Rs.20 a month for attending the Bowringpet-Kolar Railway staff.

8/4

for Secretary for Railways,
Government of Mysore.

BOWRINGPET-KOLAR RAILWAY.

ABSTRACT G.

Special and Miscellaneous Expenditure.

Authorization for the year 1913-14 (1st December 1913 to 30th June 1914

No.	Particulars.	Budget sanction for 7 months. Amount No.	per mensem.	Total.	Explanatory notes.
			Rs	Rs	
I.	Law charges. ...		..	20	
II.	Compensation.-				
	1. For Goods lost or damaged.		..	20	
	2. For personal injury.		..	..	
	3. For other claims.		..	..	
III.	Rates and taxes. ...		..	..	
IV.	Payments to other lines.		270	1,080 *	* ¾th of joint working expenses as per note (g) in Abstract D.
V.	Prizes for station gardens.		..	..	
VI.	Contribution to Provident Institute.		..	..	
VII.	Miscellaneous.		..	..	
	Grand Total of Abstract G. Special and Miscellaneous expenditure.			1,120	

Secretary for Railways,

Government of Mysore.

Proceedings of the Government of His Highness the Maharaja of Mysore.

****

D 6030
L.B 19-13-17

Read.-

Government Order No.229-93/Ry.E.134-11-12 dated 5th December 1911 granting certain concessions to the District Board of Kolar in respect of the Bowringpet-Kolar Railway.

2. Letter No.544 dated 27th October 1913 from the President, District Board, Kolar, forwarding for consideration a copy of the following resolution of the meeting of the Board held on 25th October 1913:-

* * *

Resolution No.10. Read letter No.482 dated 23rd October 1913 from the Secretary to the Government of Mysore for Railways - - requesting to favour Government with the views of the Board on the draft agreements for the construction and working of the Bowringpet-Kolar Railway.

Resolved that until the line be extended to - - - Chickballapur via Chintamani, as proposed, the present line of 10½ miles be worked on condition that Government bear the deficit of gross receipts to make up the working expenses and the interest on debenture loan and at the same time share the profits, if any, with the District Board.

* * *

3. Note No.154 dated 15th/17th November 1913 from the - - Secretary for Railways submitting proposals for compensating the District Board for the loss due to the working of such a small line independently.

DIARY No. 7301
19 -13

****

No. 1248-53 / Rg.7.59-13-14 dated 6th April 1914.

ORDER THEREON.- Under the Government Order read above, -

11

Government guarantee the payment of interest at 4½ to the debenture holders in the Bowringpet-Kolar Railway subject to any amount advanced for the purpose being refunded by the District Board, but the entire financial responsibility of the scheme rests with the District Board who are also entitled to all the profits in which Government do not share. The subsequent resolution of the District Board is at - - variance with this and if acted upon would relieve the Board of all responsibility in case of loss, while entitling them to a share in the profits when there are any. These proposals do not therefore commend themselves to Government.

2. But in consideration of the probable loss to the District Board due to the working of the line by State - Agency as an independent undertaking, Government are pleased to direct that the maximum amount to be charged to the District Board in any year for working the line shall be the same percentage on the gross earnings thereof, as the working expenses of the Mysore State Railways during the year bear to their gross earnings. In any year during which the actual working expenses of the line exceed this maximum, an amount equal to the difference between the two shall be paid by Government to the District Board as a - - rebate.

3. This concession will remain in force until the completion of the half year in which the extension between Kolar and Chickballapur shall have been opened for - - passenger traffic for 12 months or up to 30th June 1917 whichever is earlier. The matter will then be reconsidered if Government consider it necessary.

4. The draft agreement to be entered into with the District Board for the construction and working of the line

should

should be so modified as to include the above condition.

E. A. Bell

Secretary for Railways,

Government of Mysore.

To

The Secretary to Government, General & Revenue Departments.

The Secretary to Government, Financial Department.

The Comptroller to the Government of Mysore.

The Comptroller of Mysore, Public Works and Railway Branch.

The Engineer-in-Chief, State Railway Construction Department.

The President, District Board, Kolar, with reference to his letter mentioned in the preamble.

Proceedings of the Government of His Highness the Maharaja of Mysore, Railways, dated 6th April 1914.

READ—

Government Order No. 289-93- -Ry. F. 124-11-12, dated 5th December 1911, granting certain concessions to the District Board of Kolar in respect of the Bowringpet-Kolar Railway.

2. Letter No. 544, dated 27th October 1913, from the President, District Board, Kolar, forwarding for consideration a copy of the following resolution of the meeting of the Board held on 25th October 1913 :

Resolution No. 10.—Read letter No. 482, dated 23rd October 1913, from the Secretary to the Government of Mysore for Railways, requesting to favour Government with the views of the Board on the draft agreements for the construction and working of the Bowringpet-Kolar Railway.

Resolved that until the line be extended to Chikballapur *via* Chintamani, as proposed, the present line of 10½ miles be worked on condition that Government bear the deficit of gross receipts to make up the working expenses and the interest on debenture loan and at the same time share the profits, if any, with the District Board.

3. Note No. 154, dated 15th—17th November 1913, from the Secretary for Railways submitting proposals for compensating the District Board for the loss due to the working of such a small line independently.

No. 1248-53—Ry. F. 59-13-14, dated Bangalore, 6th April 1914.

ORDER THEREON.—Under the Government Order read above, Government guarantee the payment of interest at 4% to the debenture holders in the Bowringpet-Kolar Railway subject to any amount advanced for the purpose being refunded by the District Board, but the entire financial responsibility of the scheme rests with the District Board who are also entitled to all the profits in which Government do not share. The subsequent resolution of the District Board is at variance with this and if acted upon would relieve the Board of all responsibility in case of loss, while entitling them to a share in the profits when there are any. These proposals do not therefore commend themselves to Government.

2. But in consideration of the probable loss to the District Board due to the working of the line by State Agency as an independent undertaking, Government are pleased to direct that the maximum amount to be charged to the District Board in any year for working the line shall be the same percentage on the gross earnings thereof, as the working expenses of the Mysore State Railways during the year bear to their gross earnings. In any year during which the actual working expenses of the line exceed this maximum, an amount equal to the difference between the two shall be paid by Government to the District Board as a rebate.

3. This concession will remain in force until the completion of the half year in which the extension between Kolar and Chikballapur shall have been opened for passenger traffic for 12 months or up to 30th June 1917 whichever is earlier. The matter will then be reconsidered if Government consider it necessary.

4. The draft agreement to be entered into with the District Board for the construction and working of the line should be so modified as to include the above condition.

For Secy. for Rys./ Govt. of Mysore.

To—The Secretary to Government, General and Revenue Departments.
The Secretary to Government, Financial Department.
The Comptroller to the Government of Mysore.
The Comptroller of Mysore, Public Works and Railway Branch.
The Engineer-in-Chief, State Railway Construction Department.
The President, District Board, Kolar, with reference to his letter mentioned in the preamble.

Exd.—C. R.

1913-14

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE

RAILWAYS

PROCEEDINGS

Dated 6th April 1914

No. 1248-53
Ry. F. 59-13-14

Sanctioning the payment of a rebate to the District Board of Kolar in connection with the working of the Bowringpet-Kolar Railway.

GPB—14-4-14—80

GPB—1,000—20-9-13

GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.
GENERAL AND REVENUE SECRETARIAT.

Dated Bangalore, the 24 April *191* 4.

No. R4932-87
97163-13-1

D 6144
L.B 19-13-19

NOTIFICATION.

The following rules explaining the concessions that will be given to promoters of Light Railways in the State are published for general information.

* By Order *

Sd/. J. S. Chakravarti
Financial Secretary to Government.

Terms on which the Government of His Highness the Maharaja of Mysore are prepared to consider offers for the construction of branch lines of Railway within the State.

- - - - - -

1. The concessions to be given to promoters of Light Railways in the State will be decided in each case by Government and embodied in detail in separate agreements. Such concessions will be generally on the lines adopted in British India (vide the latest rules published in the Gazette of India, Part I, dated 29th November 1913, pages 1304 to 1311) with the modification that the rate guaranteed in the Mysore State—

State

will be 4 per cent instead of 3½ per cent and with some minor changes indicated by the rules below or other special orders of Government. Extracts from the Government of India Rules adapted to local conditions are appended hereto (Annexure A.) The present rules relate only to arrangements for financing local Railway projects.

2. Whenever a District Board, a private company or any other body offers to raise capital for constructing a feeder railway, the Government may, after such enquiry as they may deem fit guarantee the payment of interest on such capital at 4 per cent per annum for a period not exceeding 30 years.

3. In the matter of affording guarantee and granting other concessions, Government will give preference to lines according to their importance and also according to the proportion of the capital raised locally by the financing body. Government reserve to themselves the power of rejecting applications without assigning any reason.

4. If any line guaranteed under Rule 2 works at a loss, that is, pays less than 4 per cent per annum on the paid up capital, an amount sufficient to raise the return to 4 per cent on the whole capital will be paid from State Funds.

5. If the line works at a profit of over 4 per cent, half the profitsin excess of 4 per cent will go to the State.

6. As an alternative arrangement to that contained in paragraph 4, the amounts drawn from the State Funds during a period of loss may be treated as an advance to the particular railway to be repaid with interest at 4 per cent. In that case in modification of the arrangement in rule 5, the whole of the profits during a period of profit will be available to the owner or owners of the Railway, no part of the profits going

to the State Funds.

7. Whenever a railway is constructed in a District which has an accumulated fund of railway cess imposed under clause 1 (a) of Section 20 of the Local Boards Regulation, all payments required to be made under Rule 4, will be made out of such railway cess fund as far as available and the balance from State Funds. In such a case, any profits derived under rule 5 will be divided between the District Fund and the State Funds in proportion to the contribution made by each.

8. The foregoing rules will apply mutatis mutandis to cases where capital is furnished by more than one financing body.

ANNEXURE A.

Extracts referred to in Rule 1.

(i) The propectus for the purpose of inviting subscriptions for providing capital for the line must be submitted to, and approved by, the Government before issue.

(ii) The railway shall be built according to plans and estimates approved by Government, and must conform to the fixed and moving dimensions for the time being prescribed. The gauge of the lines, the route followed, the situation of stations, and details of a similar character shall be subject to the approval of the Government.

(iii) All land which is, in the opinion of Government, required for the construction of the line, will be provided free of charge, including land permanently or temporarily required for ex quarrying ballast, for brickfields, and similar purposes.

(iv) The results of existing surveys will be made avail-able to persons appliying for concessions under these rules.

In cases in which this is considered advisible by Government, fresh surveys will be made at the request of promoters inquiring into the probable prospects of any projected line, on the understanding that no preferential claim to a concession for the construction of the line is thereby established. If permission be eventually given for the construction of any line, the cost of all surveys, whether special surveys or surveys previously made at the cost of or with the approval of Government, shall at the descretion of Government be included in the capital cost of the Railway. The Government expressly disclaim all responsibility for the accuracy of any survey, plan, estimate or other information supplied by them.

(v) Arrangements will be made with the Government of India for the supply of electric telegraphs and telegraphic appliances and for their maintenance by them at the charges and on the conditions in force for the time being for similar service on State Railways in British India.

(vi) The Government of India will grant assistance to financing bodies in the shape of a guarantee of interest (3½ per cent in British India and 4 per cent in Mysore).

(vii) All agreements for lines constructed under these terms shall include a special purchase clause permitting Government to purchase the lines at any time, after giving one year's notice, in the following cases:-

(1) When the Government consider it desriable that the gauge of the branch line should be altered.

(2) When it is desired to convert the Branch line into a line of through communication.

(3) When the Government desire to extend the branch line (without altering the gauge or making the line part of thorough route), and the branch line company is unable or unwilling

to supply the necessary capital for such extension.

In the event of a line being purchased under this clause the price payable shall be 25 times the average net earnings (excluding payments on account of guarantee) during the three years preceding the purchase, or 115 percent of the capital expenditure on the line, whichever may be the greater .

(viii) The agreements shall also include an ordinary purchase clause permitting the Government to purchase the lines at the expiry of 30 years. The price payable on purchase under this clause shall be 25 times the average net annual earnings (excluding payments on account of guarantee) during the three years preceding the purchase, subject to a maximum of 120 per cent and a minimum of 100 per cent of the capital expenditure on the line at the time of purchase.

Sd/. J.S. Chakravarti.

Financial Secretary to Governmen

To

The Compiler, Mysore Gazette for publication in three successive issued of Part III of the Gazette and for 500 spare copies.

A.V.

M E M O. No. R 4984-5 & 23-4 / E7-163-13-1 14

Copy forwarded to the Secretary to the Government of Railways, the Comptroller, Mysore Government, Deputy Commissioners of Districts and other Heads of Departments.

" By Order "

Financial Secretary to Government.

Copy to Br IV.